

For EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERSEAS TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M.
the King.
BOVRIL
is ALL beef—prime
beef in a readily
digestible form.

No. 15,979. 號九十七百九千五萬一第 日二十二月五年元統宣 HONGKONG, FRIDAY, JULY 9TH, 1909. 五拜禮 號九月七年九零百九千一英港香 PRICE, \$3 PER MONTH.

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[a40-2]

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THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
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SINGLE and DOUBLE ROOMS To Let
at Moderate Rates.
Excellent Cuisine.

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[a592]

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PORTLAND CEMENT.
In Casks 37½ lbs. net \$5.50 per cask, ex Factory
In Bags 250 lbs. net \$3.45 per bag, ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a327]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. and 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAYS.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
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SPECIAL CARS by arrangement at the
Company's Office, "Alexandra" Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [a415]

SIEN TING SURGEON DENTIST.

No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [a504]

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A BOON IN THE NURSERY.

THESE FLASKS WITHOUT THE AID OF CHEMI-
CALS WILL KEEP HOT DRINKS HOT FOR 24
HOURS AND COLD DRINKS ICE COLD FOR A
LONGER PERIOD.

PINT SIZE
\$12.00.

QUART SIZE
\$18.00.

LANE, CRAWFORD & CO.

Hongkong, 17th June, 1909. [a33]

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BLACKBERRY BRANDY,
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ORANGE GIN,
PEPPERMINT,
SLOE GIN.

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Hongkong, 4th June, 1909. [a35]

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LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
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"★★★★	20.00
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"JOHN WALKER & SONS'	
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[a51]

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NEW COLONIAL \$1.75 EACH OR 3 FOR \$5.00.
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The Graven Image, by Mrs. Coulson
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Much Ado about Something, by C. E.
Laurence.
The Shuttle of the Loom, by K. M. Edge.
The Love Story of St. Bel, by Bernard Capes.
The Canon's Dilemma, by Victor L. White-
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The City of Beautiful Nonsense, by E.
Temple Thurston.
Rose of the Wilderness, by S. E. Crockett.
The Sin of Alison Dering, by L. G. Moberly.
The Story of Virginia Perfect, by Peggy
Webster.
A Born Genius, by Alice M. Dick.
St. Martin's Summer, by Rafael Sabatini.
The Dream and the Woman, by Tom Gallon.
[a32]

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Stamps of the British Empire for
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Hundred Years with Portraits and
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Roberts ... 80
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Pictures ... 80
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OR FROM THE
SOLE AGENTS:

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NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a34]

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SHORTEST AND QUICKEST ROUTE BETWEEN
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THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KORE MARU" and "RAIKO MARU" (2377 tons each)
as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	...	Thursday	Saturday or Sunday
Arrive—Dairen	...	Sunday	Monday or Tuesday
Lv. —Mukden	11 a.m.	"	"
Lv. —" "	8.50 p.m.	"	"
Lv. —Changchun	9.15 p.m.	Monday	Wednesday
Lv. —" (Russian Train)	5 a.m.	"	"
Ar. —Harbin	6.55 a.m.	"	"
Ar. —" "	5 p.m.	"	"

Connecting at Harbin with

State Express for Moscow.

SOUTH-BOUND.

Connecting at Harbin with

State Express from Moscow.

Leave—Harbin (Russian Train)	9 a.m.	Tuesday	Thursday	Saturday
Arrive—Changchun	6 p.m.	"	"	"
Lv. —Mukden	2.10 a.m.	Wednesday	Friday	Sunday
Lv. —Dairen	2.30 a.m.	"	"	"
Lv. —Shanghai (Steamer)	12.50 p.m.	"	"	"
Ar. —" "	afternoon	Friday	Sunday	Tuesday

*Russian Train time is 23 minutes earlier than S. M. E. time.

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At Dairen (with enlarged accommodation), Port Arthur and Changchun; all under the
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FRESH STOCK—ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

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EASTMAN'S KODAK FILMS.

FOLDING CAMERAS FITTED WITH

"ZEISS," "GOERZ," "ROSS" LENSES ON

COMPOUND SHUTTERS

AT MODERATE PRICES.

DEVELOPING & PRINTING

A SPECIALITY. [a30]

FOR SALE.

BEST FIRE-PROOF SAFES, with
SHUTTLE KEYS, Manufactured by The
GODFREY & BOYCE MANUFACTURING Co. of
Bombay. One Safe 5 feet by 3 feet 8½ in. by 2
feet 6 in. 2 Safes each 2 feet 1 in. by 2 feet 7 in.
by 2 feet.
A few Large PADLOCKS for Godowns
of the same make.
Also One OLIVER TYPEWRITER in
Good Condition.
Apply to—
PHIROZSHA B. PETIT & Co.,
6 Des Voeux Road.
Hongkong, 5th July, 1909. [a27]

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ELECTRIC PLANT

Consisting of—
Two 125 Kilowatt STEAM ALTER-
NATOR SETS; Output, 60 Amperes
at 2,100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolu-
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direct coupled to Alternators by Messrs.
JOHNSON & PHILLIPS, complete with
Exciters, &c. ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power, by Messrs. BROWN & LINDLEY.
For further particulars apply
HONGKONG ELECTRIC CO., LD.,
St. George's Buildings.
Hongkong, 23rd April, 1909. [a31]

THE

DAIRY FARM CO., LTD.

SALTED AUSTRALIAN

PIGS' TROTTERS.

96 CENTS A DOZEN.

[a63]

DON'T DELAY CALLING!

JUST UNPACKED, a New Stock of
the Latest
FASHIONABLE GOODS,
Comprising:
Finest Dress Nets, Plain and Striped.
White, Cream and Black.
Latest NOVELTIES in GLOVES:
Plain and Lace, Short and Long, Suede and
Best Lisle, White, Cream, Black, Grey and
"An Assorted Shades."

HONGKONG ALI & Co.,

14 Queen's Road, Central.

Hongkong, 22nd June, 1909. [a41]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons
String Band Plays during Tiffin and Dinner
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each floor.
Electric Lighting and Fans.
Telephones on every floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matrons in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a42] A. F. DAVIES, Manager.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted, Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a551]

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APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

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"SACHSOLA."
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ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses."
[a45] Proprietress, Mrs. G. SACHSE.

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STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

Telephone 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHAEY,
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Hongkong, 5th October, 1908. [a43]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THIS Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (a.s. Suu An and Suu Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
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SITUATED ON THE BRITISH CONCESSION.

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MACAO.
MANAGER—MR. H. N. BEAUMERPAIRE.
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SITUATED IN THE CENTRE OF PRATA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and special attention given
to Tourists.

REASONABLE RATES.

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Proprietor.

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DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situating in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.
F. DOMBALLE, Proprietor.

[a46]

2

INTIMATION

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SCOTCH WHISKY

A BLEND OF THE FINEST PURE MALT WHISKIES DISTILLED IN SCOTLAND OF GENUINE AGE AND FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.
Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: P. O. Box, 44. Telephone No. 13.

HONGKONG OFFICE: 10A, DES VUEX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 9TH 1909.

The cry that trade in China was gradually slipping out of the hands of Europeans into those of the Chinese, which has been heard for so many years past, may now be fairly altered into the statement that this end has been pretty well arrived at; and yet we find that a vast business is still carried on, to the advantage both of Europeans and Chinese. It is but poor consolation to those who have found profitable business steadily going away from their control to be told that, in a broad point of view, the circumstance is not of so great importance to the trade itself as at first would appear. To the foreign merchant it is, of course, of vital importance whether the bulk of the profits goes to him or to the Chinese with whom he deals, and the change which has taken place in this respect is naturally a source of disappointment to those who remember the days when the Chinese were dependent upon the assistance of Europeans in every transaction in the nature of foreign trade. This was the result partly of the want of knowledge of the ways of conducting foreign trade, which was natural on the part of the Chinese, when foreign commerce was a new thing to them; but partly also from the fact that the officials found themselves constrained to reluctantly give certain facilities to foreign traders which could not be obtained by the Chinese themselves. The latter were subjected to a number of squeezes in one form and another, which it was impossible to place upon the foreign merchant in face of treaty obligations. Such

being the case the Chinese naturally called in the aid of the foreign merchant whenever it was possible; and thus a considerable amount of business which, but for these considerations, the Chinese would have conducted themselves, drifted into foreign hands. This has been very much changed of late years, and the Chinaman is now able to transact almost any kind of business without being subject to special exactions, if indeed there is not good reason to believe that he may, in ways not easily comprehensible to the foreign mind, obtain facilities which the foreigner would not have.

Apart, however, from this latter consideration, the natural working of events has tended inevitably to bring about the results which have caused so much disappointment. Those who will command a given trade in the long run are necessarily the persons who are most conversant with its details, and in this respect the Chinaman stands in a far better position than any European competitor. He is able to obtain information as to the wants of any special branch of trade, which are absolutely unattainable by Europeans, or which at best can only be learnt through Chinese sources. On the other hand, what the foreign merchant knows as to home markets, modes of shipping, banking facilities and the like are matters which the Chinese, becoming gradually well acquainted with Europeans and their ways of business, could not fail to become acquainted with, and which, as a matter of fact, many understand as well as if they had been brought up themselves in a European counting-house. Indeed the experience of a large number now for years past has been precisely of this kind. The willing and useful compradores, who have so long assisted Europeans in their business, have not gone about with their eyes shut, and Chinamen's eyes when they are open are, as we all know, pretty sharp. There is thus little connected with the ordinary run of commercial transactions of which a Chinaman does not now know the foreign bearing as well as a European, while he knows its native bearing infinitely better. Given this state of things, it must follow naturally that, other things being equal, the Chinaman is bound to obtain the leading position. The chief point at which, even in the present day, the foreigner is still able to hold his own is no doubt that of capital, or its equivalent, sound credit; and so long as this is the case foreign commerce will continue to flourish, though the amount of profit to the European is much reduced. In a broad political or politico-economic sense this is a state of matters which may not be considered unsatisfactory. The employment of foreign manufacturers and the export of their goods goes on as before, and we still obtain the commodities that we want from China—indeed, it is possible that there may be more prospect of the lasting expansion under the present conditions than under those of the past. At the same time the change cannot but be looked upon with some natural regret by those who remember the days when, if the China trade was much less than it is at present, it brought so much better returns to those immediately engaged in it.

The French Mail of the 8th June was delivered in London on the 7th inst.

Bro. Stephen, who has been connected with St. Joseph's College, Hongkong, for 12 years and who has recently returned from a trip to Europe, will leave for Singapore by the English mail to-morrow.

The telegram received by the American Consulate-General, Hongkong, from the Manila Observatory at noon yesterday stated that a depression existed in the Northern part of the China Sea.

The directors of the Hotel van Wijk Co., Ltd., Singapore, have just declared an interim dividend of 15 per cent. for the half year ending May 31, 1909. During the past two years the dividends paid have been 20 per cent. and 30 per cent. respectively.

A Chinese recently returned from America was arrested on a West River steamer on Wednesday with a Winchester rifle and 448 rounds of ammunition in his possession. The rifle, which had been taken to pieces, was found concealed in a bundle of vermicelli, while the ammunition was discovered in two iron buckets. Defendant was charged, before Mr. J. R. Wood at the Magistracy yesterday and fined \$250, the alternative being three months' imprisonment.

The Bucknall liner *Kalomo*, which took fire and was sunk by the artillery fire at Singapore last December, is now discharging her general cargo at the East Wharf, Tanjong Pagar. It is interesting to see the damage caused by the salt water. Cases of stationery, swollen and bursting, sewing machines, motor cars, etc., etc., all mixed up in a glorious jumble. It is expected she will undergo temporary repairs and then proceed Home under her own steam within the next couple of weeks.

Marjorie Catherine Garbold appeared before Mr. F. A. Hazeland at the Magistracy yesterday on a charge of being drunk and incapable on the previous day. She was in such a sorry plight, however, that his Worship decided to adjourn the case until Monday.

We understand that arrangements are being made for the two lakhs of dollars promised by the Canton Provincial Government for the Hongkong University to be handed over to the treasurer of the scheme before Viceroy Chang leaves to take up his new appointment.

The funeral of the late Mr. See Ewe Boon, comprador of the Hongkong and Shanghai Bank, at Singapore, was attended among others by Messrs. T. S. Baker, manager of the bank, G. C. Murray, R. C. Edwards, H. A. Courtney, A. Boyd, F. H. Pontyeros, C. Holland, F. E. Eckett, H. E. Nixon, C. J. Cooke, A. Gair-Smith, T. P. Lung, (Chinese Consul-General), and a large number of Chinese friends. Wreaths were sent by Mr. T. S. Baker, Mr. G. C. Murray and The Hongkong and Shanghai Bank Mess.

The evening Bathing Party is such a popular institution in Hongkong during the summer months that it may be said the whole Colony will appreciate the solicitude shown by the Hon. Mr. Murray Stewart in the Legislative Council yesterday for the preservation of the privilege—or may we not say right?—enjoyed by the public to resort to the waters of Stonecutters Island for an occasional swim. A Bill was under consideration restricting the approach of boats and other craft to within one hundred yards of the shore and the thought occurred to Mr. Stewart that this might interfere with the constantly exercised right of the public to bathe in that vicinity. It is satisfactory to observe that this pleasure is contemplated. The places suitable for bathing which can be reached by steam launch in half-an-hour from Blake Pier are now so few that the public interests in them need to be jealously preserved, just as much as we need to preserve the recreation grounds of the Colony from encroachment.

CANTON.

[FROM OUR CORRESPONDENT.]

7th July, 1909.

SALE OF THE CHINA LIGHT AND POWER COMPANY.

It is reported that a formal contract was signed at the British Consulate and a sum of \$100,000 bargain money was paid over to the China Light and Power Company, Ltd., by the Chinese Government on the 5th inst. for the purchase of that concern, and that the balance of the purchase money will be paid before the end of this month. Messrs. Thorne and General, electrical engineers, will be retained by the new Company until the expiration of their agreements in 1913.

The Board of Posts and Communications has notified all the Viceroys and Governors in China that all electric light and telephone concerns and all matters and business concerning electric power are under the control of that Board, as officially recorded in a memorial presented to the Throne in the 6th moon of the 33rd year of Kwang Hui.

THE "FATSEAN" AFFAIR.
The Chinese papers publish a letter stated to have been addressed by Messrs. Butterfield and Swire to the Chinese merchants engaged in the Manila trade, expressing their regret that the *Fatsean* affair has not been settled, and intimating that the firm is prepared to pay the sum of \$3,200 as compensation and to change the Captain of the steamer; to press the authorities for a reinvestigation of the case, and to post notices on the steamer warning the crew against harsh treatment of the passengers. The letter suggests that if this undertaking is made known to the public they will recognise that no blame attaches to the firm, and confidence is expressed that the Chinese merchants will continue those friendly relations with the firm which have existed for so many years.

THREATENING THE DESTRUCTION OF THE SHAMEN.

Recently several firms on the Shamen have received letters, purporting to be signed by the notorious pirate chiefs Luk Lan Ching and Lo Wing, demanding from each of the firms very large sums of money, the total of which amount to something like \$500,000, and threatening that unless the money is paid on a certain date they would reduce all the buildings on the Shamen to ashes. It will be remembered that Lo Wing was one of the convicts who recently escaped from the Shun-Tak Prison. It is said that the British Consul has reported the matter to the Viceroy.

ACCIDENT OR ASSAULT?

Before Mr. F. A. Hazeland at the Magistracy yesterday a hawker was charged with causing another grievous bodily harm. It appears that a number of hawkers were breaking the law by hawking within the limits of the Western Market, when the overseer of the market, Mr. Johnson, was observed approaching. A cry was raised that the market inspector was in pursuit, and immediately the hawkers ran along Jervois Street in a bunch, and jostled one another as they dashed round the corner into Cleverly Street. At this point the defendant is alleged to have cut the complainant on the arm with a knife. The latter was removed to hospital with a slice of his bicep cut clean out. The hearing of the charge was adjourned.

HOW TO BE BEAUTIFUL—Keep your complexion, Mr. Ellen's Crime Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

"THE STRONGEST SAFE-GUARD OF PEACE."

SPEECH BY H.M. THE KING.

LONDON, July 8th.

Their Majesties the King and Queen have concluded a three days' visit to Lancashire.

After reviewing the Territorials, H.M. the King said that while he hoped that the occasion would not arise for calling them into action, yet readiness for defence was the strongest safeguard of peace.

KITCHENER FOR AUSTRALIA?

LONDON, July 8th.

Reuter's Agency learns that the War Office has informed the Commonwealth that it does not object to the Commonwealth securing the services of Lord Kitchener for the purpose of organising the Australian forces. Lord Kitchener's decision is not known.

UPROAR IN THE ITALIAN CHAMBER.

MINISTER RESORTS TO FISTICUFFS.

LONDON, July 8th.

Italy is considerably agitated over the Government Shipping Subsidies Bill.

An extraordinary scene took place in the Chamber when Sr. Colajanni shouted that those responsible for the measure ought to be prosecuted.

Sr. Schauzer, the Minister of Posts and Telegraphs, struck Sr. Colajanni and had to be forcibly restrained from further assaults. His clothing was partly torn off in the struggle.

AN ORIENTAL CUSTOM.

The hearing of the case in which Gendah Singh was charged with attempting to bribe the Police Judge's clerk was continued before Mr. F. A. Hazeland at the Magistracy yesterday, when Mr. F. B. L. Bowley, Crown Solicitor, appeared to prosecute, and Mr. J. H. Gardiner appeared for the defendant.

His Worship, in delivering his decision, said it was a custom in China, and also in India, for persons to offer small bribes, generally amounting to five, ten or twenty cents. He proposed in this case to inflict a penalty, which he thought would let the Sikhs know that the offering of a bribe was an offence. The defendant would be fined \$100, the alternative being two months' imprisonment.

GIFTS TO THE EMPEROR OF CHINA.

When Gen. Pallikene left Russia on a mission to the funeral ceremonies of the late Emperor of China he took up certain gifts to the Regent, and also a present of toys from the young Czarowitch to the little Emperor of China. These toys are of the value of \$1,700. A St. Petersburg dispatch reports that the little Emperor of China and his Court are delighted, more especially with a miniature railway, of which the toys are about 1,000 yards long, and which contains every detail connected with a modern railway. The other toys consist of "speaking" animals and curious toys.

HIGH TELEGRAPH CHARGES.

Mr. Henniker Heaton writing on the 14th ult. to *The Times* says:—
Sir,—The cable companies announce to-day a reduction of a halfpenny per word in the cost of telegrams to a dozen places in Europe from July 1.

At this rate of progress it will take 100 years to get a reduction in the general European rate to 1d. a word. I have my calculations on the fact that it is approaching 25 years since a reduction of a halfpenny a word was made on telegrams from England to France.

It will interest your readers to compare telegraph rates through the six colonies of Australia with those between this country and the Continent of Europe and India.

From Hobart, Tasmania, to Sydney, New South Wales, a distance of 600 miles, the charge for a telegram of 16 words is 2s. 8d.

From London to Constantinople 2,169 miles, the charge for a telegram of 16 words is 8s. 8d.

From Brisbane, Western Australia, to Cape York, Queensland, 7,000 miles, the charge for a telegram of 16 words is 1s. 10d.

From London to Calcutta, India, 6,500 miles, the charge for a telegram of 16 words is 3s. 2d.

A penny-a-word European telegraph rate and a penny a word to India for telegrams can be secured immediately if for telegraph purposes political frontiers are abolished, and the Pölk-Krieg rapid telegraph instrument, capable of transmitting 40,000 words per hour, be brought into operation. I am hoping that the Postmaster-General of Europe will be invited by our Postmaster-General to meet him in conference to deal with this great question.

SUPREME COURT.

Thursday, 8th July.

IN APPELLATE JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

A COMPROMISER'S LIABILITIES.

The case in which S. J. David and Co. were appellants and Chan Ut Chin was respondent was mentioned, the Chief Justice stating that in considering his judgment he had come to a point which he was sorry to say he could not get beyond without the assistance of counsel, a point which he thought had not been fully discussed by counsel in the course of argument, and on which he thought they would need to have further argument. He asked counsel to be present and he had asked short-hand writers to take down what he said because he would not deal exhaustively with the subject in a minute. The point must be considered as if he were in favour of the defendant. Having indicated the point about which he had a difficulty, he added that he did not think it necessary to call Mr. McNeill from Shanghai. The counsel on the other side would be sufficient, though argument would be heard until what his Lordship had said had been communicated to Mr. McNeill. The Puisse Judge agreed with him that the point should be taken, although he was only speaking for himself. Counsel intimated having noted the points.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

A CINNAMON MERCHANT'S FAILURE.

Application was made for the discharge of Chan Yue Shan. The Official Receiver (Mr. Fletcher) said he applied on behalf of the debtor, who had been a cinnamon merchant doing a good business between Annam and Hongkong, and stated in his report that debtors bankruptcy had been his misfortune rather than his fault. The Chief Justice granted the discharge, to be suspended for a year.

DISCHARGE SUSPENDED.

Application was made for the discharge of S. M. B. Adams. The Official Receiver mentioned that debtor had not kept books. He never had any capital, merely \$1,000 worth of jewelry.

His Lordship—There was something said about extravagant living.

The Official Receiver—Yes, I have reported on that.

His Lordship—You wish to have him discharged?

The Official Receiver—Subject to any observations any creditor may wish to make.

Mr. Hastings, who appeared for the debtor, admitted that it was improper not to have kept books, but suggested that this was due to carelessness and not to a desire to conceal his affairs. As his Lordship had remarked, the debtor had kept no books from the beginning, so that he could not have had any idea of concealing his affairs. It was due to carelessness and perhaps also to inability to keep books. With regard to the sale of his business, about which some remarks were made at the time, it was turned out very well for the creditors, \$10,000 having been obtained for it, much more than would have been got from anybody else.

The Official Receiver—It cost the estate \$2,000 in costs to get that \$10,000.

Mr. Hastings pointed out that if the Official Receiver had sold the business by auction he would not have got \$5,000. The creditors had done very well out of the sale of the business to Mr. Marican, and they had got a fair dividend, something like 25 or 27 per cent.

The Official Receiver asked that the suspension should be for a considerable period.

The Chief Justice—The discharge will be suspended for two years.

The Official Receiver applied that the discharge should be automatic, as the debtor wished to go to India.

The Chief Justice said special leave should be asked for him to go to India, as the debtor was understood to be under the supervision of the court.

Mr. Hastings then applied for special leave, which was granted.

A QUESTION OF COMPOSITION.

Re Wong Yu alias Wong Yu Koo, the Official Receiver said this was a question of composition. There was a sum of \$300 in hand, which it was desired should be applied towards the compensation. The debtor was to pay 10 per cent.

The receiving order was discharged and the composition suggested was approved.

LOOSE BOOKKEEPING.

Re D. E. Captain, application was made for his discharge.

The Official Receiver remarked that in this case there were practically no books and the system of conducting the business was very loose.

Mr. Hastings, who appeared for the debtor, said that the bankruptcy was due to misfortunes on the part of the debtor, an assistant having embezzled \$3,000, and debtor having employed a man to sell silk lost \$1,500 thereby. In answer to His Lordship, Mr. Hastings said that the debtor had paid too much for the business when he bought it for \$10,000. It was only worth about \$8,000.

The discharge was suspended for a year.

GAMBLING THE FIRM'S MONEY.

Re Chau Chan Kit, the Official Receiver applied for the discharge of the interim receiving order which had been made. Mr. P. W. Goldring opposed this, and Mr. R. Harding supported the Official Receiver.

The Official Receiver said the debtor owned a small shop in Des Vaux Road Central but he held a \$1,000 share, which was now

worth \$1,500, in the Tung Shan Wing firm, of which he was managing partner. On the 5th June he used the firm's shops to borrow from various banks a sum of \$1,300 for the purpose of commencing a rice importing business, but he got in with some men and gambled away all the money. He had no other debts to speak of. The Official Receiver submitted that the firm was liable for this money. If he were made liable the Official Receiver would demand the debtor's share in the firm.

Mr. Goldring said this was a case where an interim receiving order had been made, and pending an action brought by the firm against the debtor the proceedings in bankruptcy should be stayed. The debtor borrowed the money in the firm's name for the purpose of investing it in a rice business and he got into the hands of some unscrupulous men who swindled him out of it. He took the man to the Police Court, but he was persuaded by his partners to withdraw the charge and then they advised him to go bankrupt.

Mr. Harding said they alleged that he received the money without the knowledge of the other partners.

His Lordship—What are his liabilities?

Mr. Goldring—Simply this \$1,300.

His Lordship—The man borrowed it in the name of the firm. His firm sue him and then he says he is going bankrupt.

Mr. Goldring—My suggestion is that the proceedings in bankruptcy be stayed until this case is finished.

His Lordship—No, no. The receiving order is rescinded.

NOT ONE PER CENT.

Re Ko Tsan King, Mr. Atkinson applied on behalf of the debtor for a receiving order. The Official Receiver opposed it.

Mr. Atkinson explained that the debtor was the sole partner in a tin and fruit manufactory.

His Lordship—What are the assets?

Mr. Atkinson—\$7,000.

His Lordship—And the liabilities?

Mr. Atkinson—\$70,000.

The Official Receiver said he opposed the application because there was not sufficient money in the estate to pay the costs of the proceedings. He had an offer of \$500 for the machinery and goodwill of the business, and that was stated to be more than would be realised by a sale by auction.

Mr. Atkinson said the business with goodwill, trade marks, labels, etc., was worth \$7,000.

His Lordship—Whose valuation is that?

Mr. Atkinson—The petitioning creditor's.

His Lordship—Is he ready to give it?

Mr. Atkinson—I don't think so, my Lord.

His Lordship—Is the dividend likely to be ten per cent?

The Official Receiver—Not one per cent.

The application was adjourned to allow an investigation to be made.

COMPOSITION AN ARRANGED.

Re C. M. Barradas, the Official Receiver said he appeared on behalf of the debtor, who owed some \$1,300 or \$1,400, and he hoped to be able to arrange a composition. His whole salary had been taken under a garnishee order and there was danger that it would be taken again next month.

The matter was left with the Official Receiver.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR H. E. J. GOMPERTZ (PUISNE JUDGE).

AN EMIGRATION CASE.

The action by Tam Yuen against Tam Hua and Hip Hing Lung for \$651, balance of money due on a promissory note, which was partly handed, came before the Court again. Mr. F. X. D'Almada (of Messrs. D'Almada and Smith) appeared for the plaintiff, and Mr. Davidson (from Messrs. Hastings and Hastings) for the defendant.

The second defendant, under cross-examination, said he did not know that it was against the law to send the man in question to America. Mr. James T. Fuller, acting Consul-General for the United States of America in Hongkong, deposed that it was part of his duty to assist in enforcing the Immigration Laws of the United States. Witnesses said that he obtained consent from Washington to give testimony in this case. He appeared privately. Anything he said was of his own private knowledge, and did not bind the government which he represented.

Mr. D'Almada said that if Mr. Fuller only spoke privately his evidence could hardly be accepted.

His Lordship—You know what he means—he speaks privately. It is not a State utterance. It does not bind his government.

Mr. Fuller said in principle the law absolutely prohibited the entrance of Chinese labourers into the United States. It specified and defined the classes of Chinese who were admitted.

His Lordship—How does a labourer become a labourer under the law?

Mr. Fuller—It is a rather long definition. The law regards everyone as a labourer who does not come within the exempted class.

His Lordship—Then the onus is on the person seeking entrance to prove he is exempted.

Mr. Fuller said the law outlined and defined the exempted classes, and the conditions under which they were admitted, and also prescribed fines and penalties for breaches of the law. The person who attempted the illegal importation was the person liable.

The person imported would be sent back to the port or place from which he came. If a Chinese got in illegally and was discovered after ten years he would still be deported. An exempted person who wished to enter the United States must obtain a certificate from the government where he is ordinarily resident, and that certificate must be vied by the United States Consul there. An agent would not be heard in such a case. Witnesses would not discuss such matters with an agent. Continual attempts were being made to break the laws, and all sorts of trouble occurred.

Cross-examined by Mr. D'Almada.—If an agent had papers vied by the Consul at Canton he could obtain a ticket from the shipping firms in Hongkong.

Re-examined.—There was a general order to the Consulates prohibiting dealing with third persons in these matters. That was issued with a view to preventing brokerage. After hearing evidence his Lordship reserved his decision.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

NOTICE.

THE VALUE OF THE HONGKONG DOLLAR proclaimed by the Director of the United States Mint for three months to end September 30th, 1909, is 413 in terms of AMERICAN GOLD CURRENCY.

Consular Fees for the quarter ending September 30th, 1909, will be as follows:

Invoice	\$ 6.10
Extra Copy of Invoice	2.45
Landing Certificate	6.10
Bill of Health	12.15
Supplemental Bill of Health	6.10

Hongkong Currency only is accepted in payment of fees at this Consulate-General. The Invoice Clerk is forbidden to accept any Chinese Coin whatever, or accept Hongkong Fractional Coin in amounts of over \$2.00 at one time.

STUART J. FULLER,
American Vice Consul-General-in-Charge.

Hongkong, 9th July, 1909. [944]

S.S. "CALEDONIAN,"
COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Medeo" from Havre ex s.s. "Dordogne" from Bordeaux ex s.s. "Le Roy Lallier" in connection with above Steamers are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after THURSDAY, the 15th July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognized. All damaged packages will be examined on THURSDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Agent.

Hongkong, 8th July, 1909. [2]

GILES' CHINESE AND ENGLISH

DICTIONARY

New Edition

Enlarged to 1,800 Pages,
THOROUGHLY REVISED.

Fascicule 1. (296 pages) will be ready for delivery in July.

Price to Subscribers £5.50, payable on delivery of Fascicule 1.

Prospectus and Specimen pages upon application.

KELLY & WALSH, LD.
863]

COAL.

BUNKER COAL can now be supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brokto, at Reduced Rates. Large stock always on hand. Apply - SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

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A COMRADE for a well known Local Firm of Export and Import Merchants. Good Salary and Commission given to a Competent Man. Security required. Apply in writing, with credentials and stating qualifications, to -

GOLDRING, BARLOW and MORRELL,
Solicitors.

10, Queen's Road Central.
Hongkong, 6th July, 1909. [931]

SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES and FLOWERS in AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO.,
3, Duddell Street. [50]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

DAVID CORSAIR & SON'S

MERCHANT NAVY LONG FLAX BELLIAGE CROWN TARPULING

ABNHOLD, KARBURG & CO.
Sole Agents.
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Inspection Invited. [913]

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INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION.

A BRANCH OFFICE of this Bank has been OPENED in Canton under the Charge of Mr. R. R. HYND as Agent. By Order of the Board of Directors.
J. R. M. SMITH,
Chief Manager.

Hongkong, 7th July, 1909. [935]

E. R. MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's JUSTICES of the Peace for the Colony will be held at the MAGISTRACY, at 2.15 P.M., on MONDAY, the 12th July, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz.:

From one R. H. WHITTAKER for a license to sell by retail intoxicating liquors (except Chinese Wine and Spirits) in the house and appurtenances thereof belonging known as No. 1, Queen's Road East, under the name of the "VICTORIA HOTEL," in exchange for and on surrendering the license now held by the applicant in respect of the premises known as "THE PRAYA EAST HOTEL."

F. A. HAZELAND,
Police Magistrate.
Hongkong, 1st July, 1909. [924]

E. R. MAGISTRACY.

COLONIAL SECRETARY'S DEPARTMENT.

HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the COLONIAL SECRETARY'S OFFICE, Hongkong, till NOON on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dress and of preparing and dealing in Dress Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in Government Gazette as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON,
Colonial Secretary.
Hongkong, 2nd July, 1909. [926]

E. R. MAGISTRACY.

COLONIAL SECRETARY'S DEPARTMENT.

IT IS HEREBY NOTIFIED that applications are invited from Europeans for the post of 3rd INTERPRETER at the SUPREME COURT. Salary commencing at \$960, but should applicant's qualifications justify it, a salary of \$1,680 may be given.

A knowledge of Cantonese is essential, and preference will be given to candidates who have a knowledge of a second Chinese dialect. Applicants must be under 35 years of age. Applications accompanied by testimonials should be sent to the Registrar General before the 31st October, 1909.

A. M. THOMSON,
Colonial Secretary.
Hongkong, 2nd July, 1909. [930]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

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Hongkong, 31st July, 1907. [629]

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Hongkong, 24th April, 1909. [37]

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SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

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WM. SCHMIDT & Co.
Hongkong, 26th October, 1905. [693]

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NOTICE IS HEREBY GIVEN that DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd July, 1909. [918]

HONGKONG FIRE INSURANCE CO. LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE issued 10th August, 1883, for 4 Shares numbered 5049/5052 in the above-named Company standing in the name of JOSE A. DA LUZ (deceased) of Hongkong, has been LOST, and should the same not be produced before the 22nd instant, a new Scrip Certificate will be issued in favour of said JOSE A. DA LUZ (deceased), and no transaction taking place under the said Scrip Certificate issued 10th August, 1883, will be recognised by the Company.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Fire Insurance Co., Ltd.,
Hongkong, 8th July, 1909. [940]

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SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st July, 1908. [908]

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Hongkong, 1st July, 1909. [911]

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Hongkong, 7th July, 1909. [936]

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Hongkong, 7th July, 1909. [937]

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Hongkong, 1st July, 1909. [912]

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Hongkong, 1st July, 1909. [818]

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[882]

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Immediate Possession. Rent exceptionally moderate.

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Hongkong, 28th May, 1909. [797]

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Hongkong, 31st May, 1909. [807]

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KOWLOON MARINE LOT 48, Yau-mat-Ai, 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

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Hongkong, 29th June, 1909. [909]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA East.

Apply - CHATEL & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [924]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPON TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Connaught Road.

No. 10, DES VOEUX ROAD CENTRAL, at floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road, next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to - THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1909. [97]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weisman Ltd. for Tiffin Bojins.

Apply to - YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 43,000 SQUARE FEET. 99 YEARS' LEASE. For Particulars, apply -

GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to - THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1909. [98]

TO LET.

NOS. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.

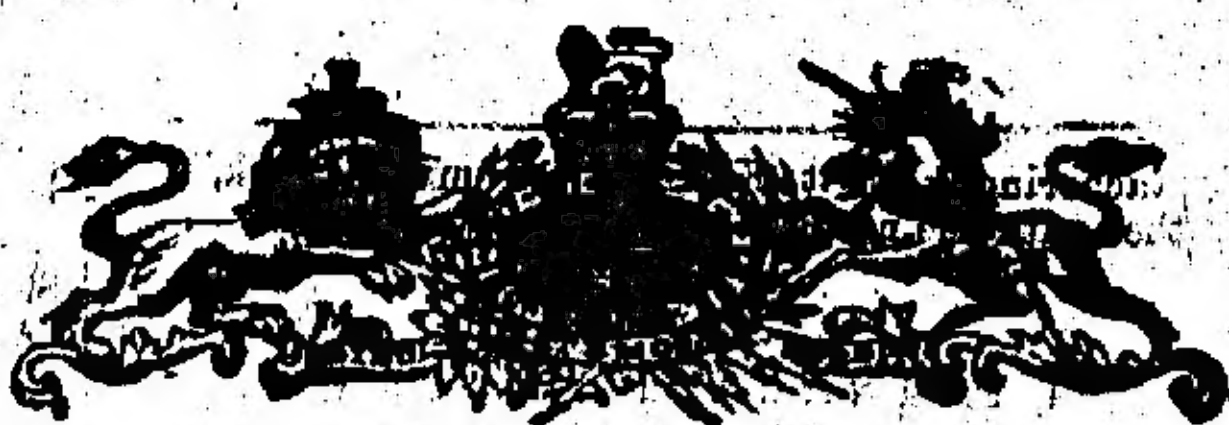
NEW FIVE ROOMED HOUSES in Shelley Street.

THE CASTLE, CASTLE ROAD, Furnished for 1 Year.

"BIENAM BREE," 31, Connaught Road, furnished or unfurnished Eight Roomed House, newly painted and done up. Billiard Room, 3 Bath Rooms, Drying Room, Store Room, Pantry and good servants' quarters. Tennis Lawn, Electric Light and Bells.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

C.M.S



By Royal Warrant to HIS MAJESTY THE KING.

LEA & PERRINS' SAUCE.

The
Original and Genuine
WORCESTERSHIRE.



NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 14th July will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 7th July, 1909. [42]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undamaged before Noon on the 17th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ & Co., Agents.

Hongkong, 7th July, 1909. [4]

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR

日曆英中年十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70th CYCLE TO THE 50th YEAR OF THE 70th CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:
From London, &c., ex s.s. "Mantua."
From Australia, ex s.s. "Moolah."
From Calcutta, ex s.s. "Myndia."
From Persia, Gulf, &c., ex s.s. "N. and B. P. S. N. Co.'s Steamer."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 13th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th July, 1909. [1]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Use
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 86
Width of Entrance on Bottom... 82
Water on Blocks at Spring Tide... 34

DOCK No. 1.
Extreme Length... 523 feet
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 64

DOCK No. 2.
Extreme Length... 371 feet
Length on Blocks... 359
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

[605]

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL
WARRANTS OF APPOINTMENT TO
HIS MAJESTY THE KING
AND
H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with
Wines and Spirits.

[607-1]

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.



THE EARTHQUAKE IN SOUTHERN FRANCE.

SERIOUS DAMAGE AND LOSS OF LIFE.

The earthquake which on Friday night, the 11th ult., visited in its greatest intensity the Department of the Bouches-du-Rhône caused very great destruction of property and serious loss of life in several inland villages. The Paris correspondent of the Times writes:—In the towns the more solid construction of the buildings has been able to resist the shock. The Department of the Bouches-du-Rhône, in which the cities and towns of Marseilles, Arles, Toulon, and Aix-en-Provence are situated, is bounded on the north by the River Durance, on the west by the Rhône and one of its arms, the Petit Rhône, on the south by the Mediterranean, and on the east by the Department of the Var. The physical geography of the Department shows it to consist mostly of undulating plains, which fall away from the south-western spurs of the Alps. The region most seriously affected by the earthquake lies between Aix-en-Provence, a town of some 29,000 inhabitants about 20 miles north of Marseilles, and the River Durance, the northern boundary of the Department. The line of greatest destruction seems to run in a north-westerly direction from Aix through the villages of Saint-Cannat (1,200 inhabitants), Lambesc (2,400 inhabitants) and Rognes (1,600 inhabitants).

THE FIRST SHOCKS.
The first shocks were felt about 9.15 on Friday evening. A number of the inhabitants of the villages were already in bed, and it was among these that the greatest number of fatalities occurred. Most, though not all, of those who were able to run out at once into the streets escaped with their lives. The village of Saint-Cannat has been almost totally destroyed. It is described as being a mass of ruins. One whole street, the Rue Richard, and the whole quarter around the church, have been levelled to the ground. The bodies have been recovered from the ruins and some 20 people have been more or less seriously injured. Part of a battalion of the 7th Engineers from Avignon is at work among the debris and continues to extricate imprisoned survivors. The Mayor states that the earthquake began at 9.15, with a sound like the roll of thunder, in the midst of a tempest of wind, and that in three minutes the whole destruction was wrought. If the shock had taken place in the dead of night the number of the victims must have been greatly increased. The church has been wrecked and the spire overthrown.

LAMBESC AND THE NEIGHBOURHOOD.
At Lambesc, the next considerable village in a north-westerly direction, 15 persons are reported killed. Fewer buildings have been destroyed here than at Saint-Cannat, but the destruction has been concentrated in an old quarter of the town and the number of victims has consequently been greater. The church spire has been partially destroyed and almost every building shows wide cracks. About 50 houses have been totally demolished.

The destruction appears to have been very great in the little hamlets and at the farms in the neighbourhood of Lambesc. Accounts are coming in to the effect that at Puy-Sainte-Réparate three people were killed and many injured; at Venelles the church has been destroyed; at Vauvenargues a number of houses and the church were wrecked; at Vernègues three people were killed; at Pélissanne four people were killed and the church and a number of buildings destroyed.

From the village of Rognes, which, according to present accounts, represents the most northerly point of the earthquake, eight deaths are reported and several victims are believed to be still imprisoned among the ruins. The church tower was thrown down and three-fourths of the houses wrecked. Troops are engaged in the work of rescue and on a small scale the scenes of the Messina earthquake are being repeated. List of the victims has already been published. They are all local residents. At a home for retired female teachers near Lambesc three workmen were killed. It is feared that further accounts from the country districts will add to the list of the dead, which already reaches a total of at least 40, while some 250 are reported as injured.

Troops have been sent to the affected districts and are everywhere at work among the ruins. Quarters of tents have been sent from Marseilles, and the inhabitants of the tents of the villages are encamped in the fields. Food has been provided from the army stores at Marseilles. The Prime Minister and Minister of the Interior, M. Clemenceau, has given orders for a first distribution of 1,000,000 (£40) from the funds at his immediate disposal for the relief of the sufferers.

EXTENT OF THE SHOCK.

The earthquake shock seems to have been felt with greater or less intensity all along the French Mediterranean shores. On the coast it was most violent at Marseilles and Toulon. At Nice and at Cannes a shock was experienced, but it was not severe. More or less slight shocks have been felt through the South-East of France from Montpellier to Grenoble and from Perpignan to Avignon. Telegrams from the Italian Riviera, on the one hand, and from Portugal, on the other, show that the shock was felt in regions so widely apart. At Marseilles, although the shock caused no serious destruction, it frightened the inhabitants of the poorer quarters, where the houses are substantially built. They rushed out into the streets, and in many cases remained there for the night. At the arsenal at Toulon, several warships which had been docked, such as the Chassecloup-Lambert, the Girondo, the Saint Louis, and the Charlemagne, were shaken and narrowly escaped heeling over on to the quays.

SEISMOGRAPHIC OBSERVATIONS.

The seismographic apparatus recently established at the Parc Saint-Maur, in the environs of Paris, by M. Agot, director of the Central Meteorological Office, registered a first slight shock at 9.17 p.m., followed by a violent shock which unbalanced the instrument so that the needle, which had been sent to one side by the first shock, did not return as it ought to have done to the zero mark. The shock, though severe, was of unusually brief duration, and did not last more than 12 seconds. On the occasion of the Messina disaster, the extent of the oscillations was two-and-a-half times as great. At the Montpellier station the shock was registered at 9.19 p.m., and lasted two seconds. In the shock there were distinguished five horizontal movements which registered according to the Rossi-Forel scale as "Number three," which merely means that the shocks were felt by several persons at the same time. At the Perpignan station the shock was registered "Number nine," which signifies that they were serious enough to damage buildings.

NUMBER OF THE DEAD.
It is officially announced at Marseilles that the number of those who have perished in the earthquake is 55. In some cases whole families were killed. All the Marseilles newspapers have opened subscription lists.

There was a further shock of earthquake at Aix-en-Provence this morning at 5.25, which caused some alarm, but did not do any damage.

M. Maunjan, Under-Secretary of State at the Ministry of the Interior, left Paris this evening for the Bouches-du-Rhône, in order to superintend the relief work.

FOR PREVENTION
"As an admitted fact that prevention is better than cure, and in the sense left more time than is required to build health. What may at first be but a slight ailment may, if allowed to be unchecked, develop into a real danger—only to be removed at the expense of much sacrifice and suffering. It is well, therefore, to understand that, taken in time, BEECHAM'S PILLS will certainly get to the root of the trouble and prevent serious illness."

FOR CURE
"If you had yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, Beecham's Pills may be relied upon with the greatest confidence not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where medicine means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only TAKE BEECHAM'S PILLS."

Sold everywhere in boxes, price 9d., 1/6, & 2/6.

USE OF STIMULANTS.

A stimulant can do more than draw on the reserves; it borrows for one hour what must be paid back the next hour. No matter how you argue the point, no horse owner will believe that whips and spurs can be substituted for oats and hay. And so it is with men and women; no amount of stimulants can take the place of good food well digested. When appetite and digestion break down and you feel weak, nervous, prostrated—perhaps after an attack of influenza, as was the case with Mrs. Emma Dimmock, you are not in a condition that can be cured by false or temporary stimulants.

What you need is Mother Seigel's Syrup, the remedy that cured her. It does not spur you up and let you down afterwards, but it restores the lost power to your stomach, liver and kidneys, so that you can digest the food you eat, much or little, and get from it the substantial nourishment that Nature intended you to have. That is the stimulant you want—the stimulant that stays and strengthens you!

Mrs. Dimmock is a young married woman, living at Levensden Green, Watford, Herts. Not long ago she wrote us:—"In 1902, after a serious operation, and before I had regained my health, I was struck down by a violent attack of influenza. The result of that was utter loss of appetite, great weakness, nervousness and indigestion. I had always a bad taste in my mouth in the morning, my tongue was thickly coated, and when to this was added a feeling of sickness, which was more often the case than not, my condition was really pitiable. In a little while I lost three stone in weight."

"When this state of health had lasted for months and various treatments had failed to relieve me, I determined to try what Mother Seigel's Syrup could do for me and was gratified beyond measure to find that my complaints were after all quite curable. By the time I had taken eight bottles of that medicine, I was as well as ever. I had been in my life. And now, more than six years after, my health continues as sound as I could wish it to be."

There are the plain facts. Mrs. Dimmock needed strength and she found it, because Mother Seigel's Syrup enabled her to digest her food. That that food nourished her in the true natural way. Mother Seigel's Syrup is a purely herbal medicine that exerts a tonic, curative effect on stomach, liver and bowels. That the poisons that arise from indigestion food are no longer formed or carried into the system and good health and strength surely follow.

Mother Seigel's Syrup is prepared also in Tablet form as "Mother Seigel's Syrup Tablets." Price 2/9. [74-1]

THE "GUN SILENCER."

The "gun silencer," which reduces the sound of firearms almost to nothing, entirely does away with the flash, and diminishes the recoil by 50 per cent. It is growing rapidly in favour on the other side of the Atlantic, but, except by reputation, is practically unknown in England. The first European demonstration of its qualities was given recently by the inventor, Mr. H. P. Maxim, son of Sir Hiram Maxim, at the King's Club, Jermyn-street, an institution to be opened next Thursday for the benefit of both ladies and gentlemen interested in shooting. A steel cylinder screwed on the muzzle of the gun and fitted inside with compartments like those of carbine muzzles, that is the invention. It is a simple affair, the power of the weapon, in the case of such a formidable machine as the British service rifle the length is 6 1/2 in., the diameter 1 1/2 in., and the weight 1 lb. It has been objected that such an addition to a rifle would diminish the velocity of the bullet, but according to Mr. Maxim that criticism is unfounded, because, as the bore of the silencer is greater than that of the gun, the bullet when passing through the former "feels" nothing. How does the invention act? By causing retention of the gases resulting from the explosion and so delaying their departure into the open air, as the disappearance of water from a bowl with a hole at the bottom is retarded if the liquid is whirled round. Why rotation of the gases generated by firing a rifle should reduce the noise to that of an air-gun, abolish the flash, and greatly abate the recoil is a question as impossible to answer as the inquiry, "What is electricity?"

But the fact remains that it does so.

Experiments were made with a VERITION. Mr. Maxim experimented with the new short rifle of the British service, the Mauser, the Mannlicher, and five American weapons of Winchester make and various patterns. The proof that his invention suppressed the appearance of fire at the muzzle was complete, for when the weapons were discharged in profound darkness the obscurity remained unbroken. It was admitted, too, by the spectators that the noise was vastly diminished, some of them did not think the statement as great as they had expected. The inventor explained, however, that part of the noise was caused by the bullet striking the sand bed up to stop it only a few yards from the muzzle of the gun, and that in the open air, where the impact of the projectile would be too far away to hear, the sound of the discharge would be quite faint even to people close at hand and would be inaudible at a moderate distance. He appealed to a sound recorder, which jumped violently when the rifles were fired without the "silencer," but remained motionless when they were discharged with that instrument attached. The most striking experiment was made at the close. Everybody knows that the force of the explosion at the muzzle of a military rifle used in the ordinary way is tremendous. A slight illustration of the fact was given when a large card was blown to shreds by the British service rifle. Then the "silencer" was screwed on the weapon, Mr. Maxim held his own visiting card within an inch of the muzzle, the rifle was fired, and the inventor's fingers were not scorched, nor was the card damaged except for the small hole made by the bullet. What is the use of the invention? It may help to hide a firing party, to permit soldiers to hear their officers' orders in battle, a thing not possible now, and to facilitate shooting on one's own premises by abolishing annoyances to neighbours.

This last consideration is supposed to be one cause of the rapidly with which the use of the "silencer" is spreading in the United States, and it is of some interest to England as well, for as both countries depend on volunteer armies, anything which encourages their citizens to practice rifle shooting is worth testing. For cost, it amounts in the States to about twenty-one shillings for the "silencer" and four shillings for fitting it to the muzzle of a gun, but of course a wholesale customer could get lower prices. The invention is being tried by the United States Government. Mr. Maxim was asked whether it was not being applied to the big guns of the American Fleet, but he was not at liberty to answer the question. All he could say was that the "silencer" had been manufactured on a scale adequate to that purpose.

OLD MALAY LAWS.

HOT IRONS FOR JUDGES.

OBSERVANCE OF THE KORAN.

Some interesting details of the early laws in existence among the inhabitants of Kedah (Malay Peninsula) are given in the latest administrative report of the State.

In the earliest times it is stated, when the peninsula formed an unbroken line with all the islands of the Indian Archipelago which according to tradition have since been separated by some convulsion of nature, the first inhabitants are said to have come in vessels from the Red Sea. These people were generally supposed to have been banished from Egypt and consisted of individuals professing different religious persuasions and carried with them in their exile their different modes of worship and articles of belief. Thus they came and lived in a horde without fixed habitation and without the protection of regular Government or the restraint of established law; respect for age was the only substitute for civil obedience. The oldest man of the horde was considered its chief and regulated its simple movements.

The earliest code, according to Middlekoop's collection, is attributed to J. Saka in the 7th year of the Christian era. Most accounts of him are entirely fanciful, as he was supposed to be gifted with supernatural powers which enabled him to sail on the wind over mountains and across continents. His code was not a severe one. A thief was bound to make restitution of the stolen property and pay in addition a fine in cattle or produce. If the thief was considerable he became the slave of the injured party or his relations, without, however, being transferable to another master. Murder was not punished by death, but by a heavy fine and perpetual servitude in the family of the deceased. An abstract of these laws would have been in force till A.D. 900 or in some places as late as A.D. 1300.

FEARFUL PENALTIES.

The second code known to Malays is not traceable in Kedah, but originated probably in Java, and fearful were the penalties. A sound knowledge of the small Code was ensured, not by examination, but by the following provision:—"If a judge be found ignorant of the law he shall have his tongue cut out; if his assistant, while acting for the judge, prove deficient in the knowledge of his duty he too shall have his tongue cut out, less with his ears, or have hot irons applied to his lips." Untruthful affidavits were discouraged by a short sentence to the effect that whoever makes any incorrect statement in writing shall be punished by the loss of both hands. A thief or murderer might be killed if caught in the act, but if he escaped and was caught subsequently, he would suffer servitude for life.

With the advent of Mahomedanism came the Koran, which lays down the moral code once for all, but for criminal offences considerable modification is now necessary; it is no longer possible to extract the eyes or teeth of a person, nor to lop off the hand that stole. These Mosaic-like sentences have, of course, been in abeyance in Kedah for the last 200 years or so, but the law of evidence is still often though not invariably applied. This requires in nearly all crimes that for conviction the evidence of two males or of one male and two females is necessary.

SILVERIAN JUSTICE.

The tenets of the Koran also still rule all questions of divorce or inheritance, while the custom of "beisumrah" or solemn oath also originates from the same source, and is frequently applied. The oath is effected by taking the plaintiff or defendant, in a case in which there is some doubt, to the mosque, and there one or other may clinch his arguments by solemnly swearing forty times with the Koran on his head, that his story is true. When this is done the opposite party in the suit usually accepts the oath without demur. The practice has in some instances proved useful in the course of justice; but more often it is to be feared the hardened sinner swears himself off.

An edict still stands permitting any one to shoot at or kill without guilt any person who enters a village or enclosure by night without warning and without a light. It must be recorded that this edict, has not been taken advantage of in recent years. The scale of punishments now in force, with the exception of murder and cattle stealing, is a growth from case law.

LATEST STEAMER MOVEMENTS.

The North German Lloyd str. *Prinz Sigismund* left Kobs on the 8th instant at 2 a.m., and may be expected here on or about the 14th inst.

The Bank Line str. *Aymeric* left Vancouver for Kobs, Moji, Manila and Hongkong on the 3rd inst.

The C.R.R. str. *Empress of China* arrived Nagasaki at 7.30 a.m. on the 8th inst., and left again at 4 p.m. same day for Kobs, where she is due to arrive at 7 p.m. to-day.

The C.R.R. str. *Empress of India* arrived Yokohama at 1 p.m. on the 8th inst., and left again at 5 p.m. same day for Kobs where she is due to arrive at 5 p.m. on the 9th inst.

SHIPPING.

ARRIVALS.

AKASHI, Japanese flag, 3,200, K. Sugaki, 8th July—Shanghai 3rd July.
 CALEDONIAN, French str., 2,140, Cuzanova, 8th July—Marseilles 9th June. Mails and General—Messageries Maritimes.
 GERMANIA, German str., 1,207, Jorgensen, 8th July—Yokohama 2nd July, Coal—Jensen & Co.
 NORD, British str., 1,247, M. Tadd, 8th July—Tientsin 30th June, Ballast—McBain.
 OTOWA, Japanese cruiser, 3,230, S. Akiyama, 8th July—Shanghai 3rd July.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 8th July.
 Pri, Norwegian str., for Hailphong.
 Hainan, British str., for Swatow.
 Kamao Maru, Jap. str., for Sydney.
 Nord, British str., for Singapore.
 Tanba Maru, Japanese str., for Kobe.

DEPARTURES.

8th July.
 CALEDONIAN, French str., for Shanghai.
 CHENAN, British str., for Canton.
 CHONGHONG, British str., for Swatow.
 CHONGHONG, British str., for Swatow.
 DELTA, British str., for Canton.
 GERMANIA, German str., for Canton.
 LOCKHORN, German str., for Canton.
 MANUKA, British str., for Canton.
 NIPPOON, German str., for Hailphong.
 SHONGHON, Dutch str., for Saigon.
 YINGCHOW, British str., for Shanghai.

VESSELS IN DOCK.

July 8th.
 ABERDEEN DOCK—Hailan, H.M.S. Hardy, Hailphong, Yachting, Hailphong, Moccu, Peiho, Cosmopolitan Dock—
 TAIKOO DOCK—Maple Leaf, Hailphong, Chichau, Yachting, Hailphong.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florida and Italian United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to SINGAPORE, MESSINA, NANTES, LONDON, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

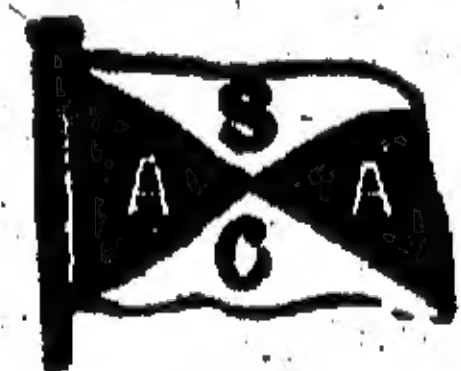
"CAPRI."
 Captain Dini, will be despatched as above TOMORROW, the 10th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 2nd July, 1909. [4]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE."
 Capt. W. O. Tyers, will be despatched as above on or about the 12th July.
 For Freight apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th June, 1909. [584]

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

S.S. "ST. PATRICK" About 13th July.
 For Freight and further information apply to—
 SHEWAN TOMES & Co., General Agents.
 Hongkong, 3rd June, 1909. [855]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at TONGA, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
 Captain McArthur, will be despatched as above on WEDNESDAY, 21st July, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 9th June, 1909. [906]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE."
 will be despatched from the above Ports on TUESDAY, the 16th August, 1909.
 For Freight and Passage, apply to
 ARNHOLD, KARBBERG & Co., Agents.
 Hongkong, 1st July, 1909. [915]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.			
LONDON &c. via USUAL PORTS OF CALL...	ASSAYE ...	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SIMLA ...	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 14th inst.
LONDON, ANTWERP, ROTTERDAM, HAMBURG &c.	SEGURA ...	Brit. str.	k.w.	Hayes	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
ANTWERP, ROTTERDAM, HAMBURG &c.	ISREIA ...	Ger. str.	k.w.	Müller	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVE & HAMBURG via STRAITS, &c.	SAMBA ...	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVE & COPENHAGEN & ST. PETERSBURG	BRABLIA ...	Swed. str.	—	Sachs	HAMBURG-AMERIKA LINIE	Middle of July.
HAVE & ROTTERDAM, BREMEN & HAMBURG &c.	SIAM ...	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 20th inst.
MARSEILLES, LONDON & ANTWERP	SIAMONIA ...	Ger. str.	k.w.	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CARDIGANSHIRE ...	Brit. str.	—	Lafont	MESSAGERIES MARITIMES	On 20th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ARMAND BEHIC ...	Fr. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU ...	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 4th Aug., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU ...	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	About 28th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMERICA MARU ...	Jap. str.	—	J. Randermann	TOYO KISEN KAISHA	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YORCK ...	Ger. str.	—	P. Giuravich	MELCHERS & Co.	About 27th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WELSH PRINCE ...	Brit. str.	—	SANDER, WIELER & Co.	SANDER, WIELER & Co.	About 13th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ST. PATRICK ...	Brit. str.	1 m.	...	...	On 10th Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 24th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 31st inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 20th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 29th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 16th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 19th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 6th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 11th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 30th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 4th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 11th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 13th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	About 14th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 15th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	About 16th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 18th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	About 20th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 20th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	About 22nd inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	To-day, at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 13th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 13th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 30th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	Beginning of July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 13th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	...	...	Quick despatch.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* KUMERIC ...	6,232	J. Mathes	On 29th July.
* AYMERIC ...	4,363	J. Boyd	On 26th August.
* SUVERIC ...	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS. 8
 Hongkong, 1st July, 1909.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN ...	"BORNEO" Capt. F. Sennill	Beginning of July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK" Capt. J. Randermann	Wed. day, 14th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Binzer	About Wed. day, 14th July.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Friday, 16th July, at 10 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 2nd July, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"MONTEAGLE" Wed. day, 14th July.	"ALLAN LINER" Friday, 20th Aug.
"EMPRESS OF INDIA" Sat. 24th July.	"EMPRESS OF BRITAIN" Fri. 10th Sept.
"EMPRESS OF JAPAN" Sat. 14th Aug.	"ALLAN LINER" Friday, 1st Oct.
"EMPRESS OF CHINA" Sat. 4th Sept.	
"MONTEAGLE" Saturday, 18th Sept.	

The "EMPRESS" steamships leave HONGKONG at 6 P.M. at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW "PALATIA" "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless Apparatus.
 Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10
 Hongkong to London, 1st Class ... via Canada ... £45.
 1st Class Railway ... £24.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China, Corner Fadder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 19th July, P.M.
MARSEILLES, VIA PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 2nd Aug., P.M.
MARSEILLES, VIA PORTS	"CALEDONIAN" Capt. Casanova	On 3rd Aug., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia, at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 lbs. up to 271 lbs. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to
P. DE CHAMPORIN, AGENT,
 Queen's Building.
 Hongkong, 6th July, 1909. [2]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."
 Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egyp" due in London on the 22nd August, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 28th June, 1909. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSHIRE."
 will be despatched as above on or about the 20th inst.
 The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewards are carried.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 5th July, 1909. [928]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA."
 Captain Hayes, will be despatched as above on or about the 20th July.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in Staterooms. Doctor and stewards are carried.
 Fare to London £25.
 For Freight or Passage, apply to—
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th June, 1909. [835]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRITISH RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.)
 THE Company's Steamship

"PERSIA."
 Capt. P. Giuravich, will be despatched as above on or about the 27th inst.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewards.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co., Agents.
 Princes Buildings.
 Hongkong 3rd July, 1909. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 10th July	See Special of Call.
LONDON and ANTWERP	SIMLA	About 14th July	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO	Capt. C. D. Goldsmith, R.N.R.	July	
SHANGHAI, MOJI, KOBE, SYRIA		About 16th July	Freight and Passage.
and YOKOHAMA	Capt. D. C. Gregor, R.N.R.	July	
SHANGHAI	DELHI	About 22nd July	Freight and Passage.
	Capt. G. W. Gordon, R.N.R.	July	

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 9th July, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO	"KAIYONG"	On 9th July, Noon.
SHANGHAI	"CHENAN"	On 11th July, 4 P.M.
MANILA	"TAMING"	On 13th July, 3 P.M.
WEIHAWEI, CHEFOO and TIENTSIN	"KUEIHOW"	On 15th July, 4 P.M.
SHANGHAI	"ANHUI"	On 17th July, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"NANCHANG"	On 19th July, 4 P.M.
SHANGHAI	"LINAN"	On 21st July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 19th July, 4 P.M.
MANILA	"TEAN"	On 20th July, 3 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$90 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 9th July, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW, AMOI and FOOCHOW.	FRIDAY, 9th July, at 2 P.M.
"HAICHING"	SWATOW, AMOI and FOOCHOW.	TUESDAY, 13th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.
Hongkong, 8th July, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 9th July, 4 P.M.
YOKOHAMA & KOBE	"HINANG"	Friday, 9th July, 4 P.M.
MOJI	"CHUNANG"	Sunday, 11th July, 4 P.M.
SHANGHAI via NINGPO	"CHOYANG"	Tuesday, 13th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 13th July, Noon.
MANILA	"YUENSANG"	Friday, 16th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 30th July, Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG", "YUENSANG" and "CHOYANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.
Hongkong, 9th July, 1909.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 17th July, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & Co., GENERAL MANAGERS.
Hongkong, 28th June, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAWACHI MARU, Capt. H. Peterson, 6,500	6,500	WEDNESDAY, 21st July, at Daylight.
VIETNAM, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SANUKI MARU, Capt. K. Homma, 6,500	6,500	WEDNESDAY, 4th Aug., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino, 6,500	6,500	TUESDAY, 17th Aug., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU, Capt. M. Winkler, 6,000	6,000	FRIDAY, 9th July, at Noon.
SHANGHAI, MOJI and YOKOHAMA	YAWATA MARU, Capt. T. Sakine, 5,000	5,000	FRIDAY, 6th Aug., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	YETOROFU MARU, Capt. K. Sooda, 4,500	4,500	TUESDAY, 13th July, at Noon.
YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans, 5,000	5,000	THURSDAY, 15th July, at Noon.
	ATSUTA MARU, Capt. Wm. Thompson, 9,000	9,000	FRIDAY, 30th July, at 5 P.M.
	NIKKO MARU, Capt. M. Yagi, 6,000	6,000	WEDNESDAY, 4th Aug., at Noon.

§ Fitted with New System of Wireless Telegraphy.
† Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th Aug.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

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Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS \$120	\$110	\$100	\$90
2nd " \$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to
T. KUSUMOTO, MANAGER. [15-93]
Hongkong, 8th June, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ROTTERDAM, MARSEILLES & HAMBURG:
S.S. ANDALUSIA ... 15th July	S.S. ISTRIA ... 20th July
S.S. SAXONIA ... 20th July	FOR HAVRE & HAMBURG:
S.S. DORTMUND ... 26th July	S.S. BRASILIA ... 20th July
S.S. SPEZIA ... 13th Aug.	FOR HAVRE, ROTTERDAM, BREMEN, & HAMBURG:
S.S. C. FEED. LAEISZ ... 17th Aug.	S.S. SEGOVIA ... 4th August
	FOR ANTWERP, ROTTERDAM & HAMBURG:
	S.S. SAMBIA ... 20th August
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 20th August

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 7th July, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to
MELCHERS & CO., AGENTS.
Hongkong, 11th June, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURAGE arranged to ALL PARTS OF THE WORLD.

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Japan Office:—
14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	First half of July	SHANGHAI	First half of July
TJIPANAS	SWATOW	First half of July	JAVA	First half of July
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 8th July, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6030 tons gross	Sail Aug. 30th, at Noon.
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S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
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S.S. MANSHU MARU	500 "	Dec. 10th, at Noon.
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For particulars apply to
K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.
Hongkong, 29th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA, via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"FITZPATRICK" Capt. E. H. Hutchinson, 4,416 "SEATTLE MARU" Capt. 6,178	4,416 6,178	SATURDAY, 31st July SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, & AMOI	"DAIJIN MARU" Capt. Y. KASURAKI	SUNDAY, 11th July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.
877

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAGATA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

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HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union

AGENTS:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRADING & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to

H. OISHI, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909.

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VISITORS TO CANTON

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CAPTAIN C. V. LLOYD (S.S. "FATSHAN"

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Hongkong, 4th October, 1903.

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